OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

'CHINA MAIL' OFFICE.

The China Mail.

THE HONGKONG CHINESE MAIL
報日字華港香
Hongkong Wa Tsz Yat Po.)
ISSUED DAILY.
CHUN UN MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports, $11.40 per annum, including postage.

Established February, 1845.

No. 10,059 | 英一千八百九十五年五月十六號 | HONGKONG, THURSDAY, MAY 16, 1895. | 乙未年四月廿二日 | PRICE, $2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.
PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, Rue de la Grange Batelière.
NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.
SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.
CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., Colombo.
SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., Singapore.
CHINA:—Macao, A. A. DA CRUZ. Amoy, N. MOALLE & Co., LIMITED. Foochow, HEDGE & Co. Shanghai, LANE, CRAWFORD & Co. and KELLY & WALSH. Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL,.....£1,500,000.
SUBSCRIBED,.....£1,125,000.
PAID-UP,.....£ 562,500.

Bankers.
LONDON JOINT STOCK BANK, L'TD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months,.....5 %
For 6 Months,.....4 %
For 3 Months,.....3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 18, 1893. 228

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 5,000,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
J. KREMER, Esq.—Chairman.
Hon. A. McCONACHIE—Deputy Chairman.
Hon. J. J. Bell-Irving. S. C. Michaelsen, Esq.
M. D. Ezekiel, Esq. D. R. Sassoon, Esq.
R. M. Gray, Esq. N. A. Siebs, Esq.
C. J. Holliday, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 3 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

T. JACKSON,
Chief Manager.

Hongkong, April 30, 1895. 343

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORISED CAPITAL.....£1,000,000.
SUBSCRIBED CAPITAL,.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. H. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq. CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 1711

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 5 %
" " " 6 " 4 %
" " " 3 " 3 %

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, May 4, 1895. 846

STAINFIELD'S PRIVATE HOTEL, 3 DUDDELL STREET.

COMFORTABLY FURNISHED ROOMS, with every convenience.
Accommodation for Table Boarders.
Particulars, Address,
MRS. STAINFIELD,
Proprietress.

Hongkong, January 5, 1895. 38

Intimations.

WAR DEPARTMENT CONTRACT.

NOTICE TO BUILDERS AND CONTRACTORS.

HONGKONG ROYAL ENGINEER DISTRICT.

TENDERS are Required for the PERFORMANCE of such WORKS and REPAIRS and the SUPPLY of such BUILDING MATERIALS as may be ordered for WAR DEPARTMENT BUILDINGS and PROPERTY in the above District for a Period of TWO YEARS and TEN MONTHS from 1ST JUNE, 1895, to 31ST MARCH, 1898, inclusive.

Forms of Tender, with Conditions of Contract, Schedule of Prices and further information can be obtained on application to the SURVEYOR, Royal Engineer Office, Queen's Road, on any Week-day, between the hours of 10 a.m. and 4 p.m. up to the 22ND MAY, 1895.

A Payment of $1.75 for the Schedules of Prices will be required. This sum will not be returned.

The Schedule with Conditions of Contract may be seen without payment at the ROYAL ENGINEER OFFICE up to the 24th May, 1895.

Candidates Tendering are requested to send Testimonials of Competency with their applications for Schedules.

Tenders must be delivered at the HEAD QUARTER OFFICES, by 12 o'clock Noon, on MONDAY, the 27th of May, 1895, addressed to the DEPUTY ASSISTANT ADJUTANT GENERAL 'B,' and marked on the outside 'Tender for Artificers Work.'

W. D. LINDLEY,
MAJOR, R.E.,
for Commanding Royal Engineer, China (on leave).

ROYAL ENGINEER OFFICE,
Hongkong, 14th May, 1895. 918

THE LABUK PLANTING COMPANY, LIMITED
(IN LIQUIDATION).

NOTICE is hereby given that a FIRST RETURN of CAPITAL of $2.75 Per Share will be PAYABLE at THE HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong, on and after THURSDAY, the 16th Instant.

SHAREHOLDERS on the REGISTER can obtain Payment on Producing their fully Paid-up Share Certificates to the above Bank, and Signing the Form of Receipt to be obtained there.

A. W. WALKINSHAW,
JAMES H. COX,
Liquidators.

Hongkong, May 13, 1895. 903

HONGKONG RIFLE ASSOCIATION.

NOTICE.

THE RANGE has been placed at the DISPOSAL of the MILITARY until the 23RD INSTANT, except on THURSDAYS and SATURDAYS.

G. K. MOORE,
Hon. Secretary.

Hongkong, May 13, 1895. 907

HALL & HOLTZ, LIMITED.

SCRIP LOST.

CERTIFICATE No. 36 for 10 SHARES in this Company (Nos. 341 to 350) Registered in the Name of R. CHENOWETH is declared TO BE LOST.

Unless the CERTIFICATE be presented to the OFFICE of the Company on or before 31st May, a NEW CERTIFICATE will be ISSUED.

By Order,
W. HAYWARD,
Secretary.

Shanghai, 14th May, 1895. 917

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the Tenth Annual Ordinary General MEETING of the Company (since its Registration) will be held at the HONGKONG DISPENSARY on SATURDAY, the 18th Instant, at Twelve o'clock Noon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to the 31st December, 1894.

The REGISTER of SHARES will be CLOSED from THURSDAY, the 16th Instant, till WEDNESDAY, the 22nd Instant, both days inclusive, during which Period no Transfer of Shares can be Registered.

By Order,
A. H. MANCELL,
Secretary.

Hongkong, May 10, 1895. 893

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Interim BONUS of TWENTY-FIVE PER CENT. upon CONTRIBUTIONS for the Year 1894 has been declared.

WARRANTS will be Issued on the 29th Instant.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.

Hongkong, April 19, 1895. 744

Hannay's COMPOSITION FOR Coating Ship's Bottoms.

USED BY:—
Ocean S.S. Co.
White Star Line.
East Indian Ocean S.S. Co.
Glen Line.
Cunard Line.
Allan Line, etc.

HARRY WICKING,
Agent for Hongkong & South China.

Hongkong, May 1, 1895. 815

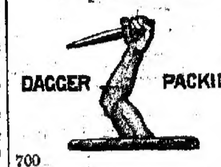
CHAN A-TONG,
COAL MERCHANT,
No. 5, ARSENAL STREET, EAST.
Business Office: No. 21, Gilman Street.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
28, Queen's Road Central.

ASBESTOS PACKINGS to suit all Steam Power.

Jointings for any work, however great the pressure and temperature.



LUBRICANTS both liquid and solid.

ESTIMATES given for COVERING BOILERS and STEAM PIPES, with our Patent ASBESTOS COMPOSITION.

700

H. RUTTONJEE.

CLARET. CLARET. CLARET.

THE following CLARETS are Specially bottled for me at BORDEAUX:—

	Per doz. Quarts.	Per doz. Pints.
P. MARGAUX,	$12.50	$6.75
ST. JULIEN (Two Crown),	9.50	5.75
ST. JULIEN (One Crown),	7.00	4.50

I can guarantee the Brand is far Superior in quality and cheaper in price than any Claret obtainable at this price.

H. RUTTONJEE, 13, *L'Aguilar Street.*

Hongkong, May 11, 1895. 899

SHANGHAI BREWERY
Pale Bitter Ale,
IN SMALL CASKS.

BREWED from MALT & HOPS only.
IN SPLENDID CONDITION.
Casks— 9 Gallons ... ... $ 7.50.
18 do. ... ... 15.00.
DOUBLE STOUT.
Casks— 9 Gallons ... ... $ 8.00.
18 do. ... ... 16.00.

WATTS & Co.,
Sole Agents, Ice House Street.

860

EDWARDS'
"HARLENE" FOR THE HAIR
WORLD-RENOWNED
Hair Producer and Restorer.
Is the Best Dressing, specially prepared and Perfumed for Toilet Use.

"HARLENE" PRODUCES LUXURIANT HAIR, PREVENTS ITS FALLING OFF AND TURNING GREY.
Unequalled for Promoting the Growth of the Beard and Moustache.
THE WORLD-RENOWNED REMEDY FOR BALDNESS.
For Curing Weak and Thin Eyelashes, Preserving, Strengthening, and Rendering the Hair beautifully Soft. For removing Scurf, Dandruff, etc., also for Restoring Grey Hair to its Natural Colour, it is without a rival. Physicians and Analysts pronounce it to be devoid of any metallic or other injurious ingredients. 1s. 6d., 2s. 6d. and 5s. 6d. per Bottle. May be had from Chemists, Hairdressers, and Perfumers all over the World.
EDWARDS' "HARLENE," CO., 95, HIGH HOLBORN, LONDON, W.C.

Apollinaris

"THE QUEEN OF TABLE WATERS."

"First in Purity."
BRITISH MEDICAL JOURNAL.

"Has a charm which makers of artificial aerated waters do not even dream of."
MORNING ADVERTISER.

SOLE AGENTS:
CARLOWITZ & CO.
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	DATE.	REMARKS.
SHANGHAI.....	*Ravenna*.....	About 18th May.....	Freight or Passage.
KOBE & YH'MA...	*Siam*.....	Daylight, 19th May	Freight or Passage, (passing through the INLAND SEA).
LONDON, &c.....	*K'sar-i-Hind*	Noon, 23rd May.....	*See Special Advertisement.*
JAPAN.....	*Verona*.....	Noon, 25th May.....	Freight or Passage.
LONDON (Direct)..	*Formosa*.....	About 2nd June.....	Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office,
Hongkong, May 14, 1895.
ALF. WOOLLEY, *Acting Superintendent.*
913

W. POWELL & Co.
JUST RECEIVED.
NEW STOCK OF
SUMMER DRESS MATERIALS.
Patterns free by Post.
W. POWELL & Co.
Hongkong, May 11, 1895. 909 912

Business Notices.

WALTER W. BREWER.
USEFUL BOOKS AT POPULAR PRICES.

WALTERS, Dr.—Household Dictionary of Medicine, ...$4.00
Chavasse—Advice to Mothers, ... 1.50
Chavasse—Advice to Wives, ... 1.50
Webster's Unabridged Dictionary, 1,500 illustrations, ... $15 for 9.00
Strong, Dr.—Exhaustive Concordance of the Bible, with Dictionaries of Hebrew and Greek Words, ... —
My Lawyer—The People's Legal Adviser, ... 2.50
Enquire Within Upon Everything, ... 1.50
Menus Made Easy in English and French, ... 1.50
Miss Bowman's New Cookery Book, ... 1.50
Diet and Cookery for Common Ailments, ... 1.00
Hongkong, May 16, 1895. [925

NOVELTIES.
JUST TO HAND.
IN SUMMER LAWNS AND PRINTS,
GLOVES, SUN SHADES, SHOES,
SHADE HATS, FLOWERS, RIBBONS, ETC., ETC.
HONGKONG TRADING Co.,
Nos. 1 to 5, D'AGUILAR STREET.
Hongkong, May 16, 1895. 927

HONGKONG HOTEL.
Telegraphic Address, "Kremlin"—A.B.C. Code. —:o:— *Telephone, No. 32.*

BOARD and LODGING, from $4.00 per day.

HYDRAULIC LIFT to all Floors.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

ROOMS TO LET on 2nd and 3rd Floors, FURNISHED or UNFURNISHED.

C. MOONEY,
Secretary.

Hongkong, May 3, 1895. 157

Insurance.

QUEEN INSURANCE COMPANY
NOW MERGED IN THE
ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed AGENT for the above Company is now prepared to ACCEPT RISK against FIRE at Current Rates.

G. H. POTTS.

Hongkong, May 15, 1895. 924

Notices to Consignees.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *BRAEMAR*,
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN Co., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & Co.,
Agents.

Hongkong, May 13, 1895. 904

STEAMSHIP *OCEANIEN.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Guadalquiver*, from Havre ex S.S. *Guadalquiver* and *Erymanthe*, and from Bordeaux ex S.S. *Ville d'Arras*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risks into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 3 p.m. To-DAY (Tuesday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 21st Instant, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before TUESDAY, the 21st Instant, or they will not be recognized.

All Damaged Packages will be examined on TUESDAY, the 21st Instant, at 3 p.m.

No Fire Insurance has been effected.

C. TOURNAIRE,
Acting Agent.

Hongkong, May 14, 1895. 916

KOWLOON HOTEL,
EGLIN ROAD.

ABOUT 2 minutes' walk from KOWLOON GODOWN WHARF. Surrounded by magnificent Gardens, and commanding beautiful views of the Harbour and Island of Hongkong.

WINES AND SPIRITS of best quality.
BAR, BILLIARDS AND AMERICAN BOWLING ALLEYS.
ROOMS TO LET WITHOUT BOARD.

LUIZ M. LOBO,
Manager.

Auctions.

AUCTION OF JEWELLERY.

THE Undersigned has received instructions from C. F. A. SANGSTER, Esq., Official Administrator, to Sell by Public Auction, on

TUESDAY,

the 21st May, 1895, at 2.30 p.m., at his Sales Rooms, Queen's Road,—

SUNDRY JEWELLERY,
The Property of the late
Mr. ROBERT FRAZER SMITH.

On View from the Morning of the Day of Sale.

Catalogues will be issued.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, May 15, 1895. 921

To Let.

TO LET.
From 1st May.
'GREENMOUNT,' CAINE ROAD. 8 ROOMS.
For Particulars, apply to
GILMAN & Co.
Hongkong, April 11, 1895. 704

TO LET.
NO. 2, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, April 15, 1895. 716

TO LET.
THE PREMISES now occupied by W. ROBINSON & Co. Exceptional position. Good light. Possession from 1st May.
Apply to
W. ROBINSON & Co.,
Under HONGKONG HOTEL.
Hongkong, April 2, 1895. 627

TO LET.
DWELLING HOUSES—
'HIGHCLERE,' at MAGAZINE GAP.
'DES VŒUX VILLAS,' at THE PEAK.
HOUSES in RIPON TERRACE.
No. 23, CAINE ROAD.
FLOORS in BLUE BUILDINGS.
GODOWNS—
BLUE BUILDINGS.
No. 7A, PRAYA CENTRAL.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, May 14, 1895. 215

Notices to Consignees.

GLEN LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship *Glenfarg* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN Co., LTD., at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 16th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 23rd Instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, May 10, 1895. 881

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Taiyuan*, R. NELSON, R.N.R., Commander, will be despatched as above on SATURDAY, the 18th Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 14, 1895. 874

GREAT NORTHERN STEAMSHIP LINE.

FOR VICTORIA, B.C., AND PORTLAND, OREGON.

In connection with the OREGON RAILWAY and NAVIGATION Co., and GREAT NORTHERN RAILWAY Co.

The Steamship *Chittagong*, Capt. DAVEY, will be despatched for VICTORIA, B.C., and PORTLAND, O., via KOBE and YOKOHAMA, on or about the 18th May.

Through Bills of Lading will be granted to all points in the United States and Canada.

Consular Invoices for Cargo to United States points must be sent to the Office of the Undersigned, addressed to the Collector of Customs, Portland, O.

For further particulars as to Freight or Passage, apply to
SHEWAN & Co.,
Agents.

Hongkong, May 13, 1895. 775

FOR SHANGHAI.

The Steamship *Nanyang*, Captain F. SCHULZ, will be despatched for the above Port on MONDAY, the 20th Inst., at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, May 15, 1895. 919

CHINA NAVIGATION COMPANY.

FOR CHEFOO AND TIENTSIN.

The Steamship *Kweiyang*, Capt. DAWSON, will be despatched on MONDAY, the 20th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 14, 1895. 844

WARRACK LINE OF STEAMERS.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Macduff*, Capt. THOMSON, will be despatched for the above Port on THURSDAY, the 30th May.

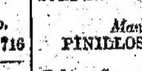
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, May 15, 1895. 819

SPANISH MAIL STEAMSHIP LINE.

Managing Proprietors:
PINILLOS, SAENZ & Co., CADIZ.

Taking Cargo and Passengers without transhipment to MANILA, BARCELONA, CADIZ *and* LIVERPOOL.



The Steamship *Barcelona* will load here as above, towards END of JULY, and will be followed at intervals of One Month by the s.s. *Cadiz* and s.s. *Manila*.

For further information apply to the AGENCY of the Company, No. 22 Stanley Street.

VILLA, LOPEZ & Co.,
Agents.

Hongkong, May 15, 1895. 923

Sailing Vessels.

FOR NEW YORK.

The 3/3 *A.I.* American Ship *Santa Clara*, FULLER, Master, shortly expected from SHANGHAI, will load here for the above Port and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, May 11, 1895. 898

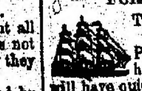
FOR SAN FRANCISCO.

The 100 *A.I.* British Ship *Queen Margaret*, FAULKNER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, February 28, 1895. 418

FOR SAN FRANCISCO.



The 100 *A.I.* British Ship *Glenesslin*, PRITCHARD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, May 14, 1895. 914

Entertainments.

GRAND CAFE CHANTANT.

Under the Distinguished Patronage of H.E. THE GOVERNOR SIR W. H. ROBINSON, K.C.B., K.C.M.G., &c. H.E. MAJOR-GENERAL BLACK, and COMMODORE G. H. BOYES, R.N.

GLEES, PART SONGS AND SOLOS BY Most of the LEADING AMATEURS in the Colony.

ST. ANDREW'S HALL (CITY HALL), TO-NIGHT, 16th May, 1895,

In Aid of the KOWLOON SOLDIERS' AND SAILORS' INSTITUTE BUILDING FUND.

Conductor.....Mr. G. LAMMERT.
Accompanist.....F. WAYMOUTH, R.N.

ADMISSION, $2, (including Tea, Coffee, Ices, &c.) Tickets at KELLY & WALSH'S.

Hongkong, May 16 1895. 894

THEATRE ROYAL, CITY HALL.

Lessee & Manager, ...Mr. SAVILLE SMITH. *Stage Manager*, ...Mr. W. G. CAREY.

GRAND FARCICAL COMEDY SEASON.

FUN! FUN!! FUN!!!

TO-NIGHT, (THURSDAY), 16th May, F. C. BURNAND'S LAUGHABLE FARCICAL COMEDY. 'BETSY.'

TO-MORROW (FRIDAY), 17th May, DERRICK'S most Successful and Amusing FARCICAL COMEDY, 'CONFUSION.'

Prices as Usual. Soldiers and Sailors in Uniform half-price to Back Seats only. Doors open at 8.30 p.m., commence at 9 o'clock.

A SPECIAL TRAM will run to the Peak after the Performance.

Box Office at Messrs. KELLY & WALSH.

Hongkong, May 16, 1895. 905

HONGKONG SMOKING CONCERT CLUB.

THE Third CONCERT will be held in the THEATRE ROYAL, City Hall, on SATURDAY NEXT, 18th Inst., at 9.15 p.m.

Chairman:—F. HENDERSON, Esq.

J. D. LAPRAIK, *Hon. Secretary.*

Hongkong, May 15, 1895 920

Intimations.

CHAS. J. GAUPP & Co., *Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.*

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE. Christofle & Co.'s ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY in great variety.

DIAMONDS AND DIAMOND JEWELLERY,

A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 742

MELLIN'S FOOD

IS Recommended by the HIGHEST MEDICAL AUTHORITIES as the BEST FOOD FOR INFANTS AND INVALIDS.

KAY & Co. (*Sole Agents*), 26, Hollywood Road.

Hongkong, May 1, 1895. 819

TRADE MARK. CALDBECK, MACGREGOR & Co., Wine and Spirit Merchants, 13, QUEEN'S ROAD.

Hongkong, August 18, 1891. 1612

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS,
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA, *8, Queen's Road Central.*

Hongkong, January 2, 1894. 1

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES, (FROM 1st APRIL to 31st OCTOBER).

One person, per day		$ 4.00
One person, per month ...	$75 to	90.00
Married couple (occupying one room) per day		7.00
Married couple (occupying one room) per month		150.00
Married couple (occupying two rooms) per month		170.00

For further Particulars, apply to THE MANAGER, *New Victoria Hotel.*

Hongkong, April 10, 1895. 668

To-day's Advertisements.

RUINART PÈRE AND FILS, REIMS, ESTABLISHED 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

SHIP only the Finest Quality EXTRA DRY GREEN SEAL.

LAUTS, WEGENER & Co., *Sole Agents.*

Hongkong, May 16, 1895. 931

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY,

the 23rd May, 1895, commencing at 2.30 p.m., at his Sales Rooms, Queen's Road,—

HOUSEHOLD FURNITURE, &c., *(For Sundry Accounts).*

ONE VERY HANDSOME JAPANESE GOLD LACQUERED SCREEN ($700 was originally paid for it).

ONE HANDSOMELY CARVED CANTON BLACKWOOD MARBLE-TOP ROUND TABLE.

TEAKWOOD FRAMED OVERMANTELS with SHELVES.

CONSOLE TABLE with GLASS.

BRASS FENDERS.

CARPETS and RUGS.

PLUSH and TAPESTRY COVERED DRAWING ROOM SUITES.

PICTURES and ORNAMENTS.

EXTENSION DINING TABLE, MARBLE-TOP SIDE-BOARD with BEVELLED GLASS BACK, and DINNER WAGGONS.

CROCKERY, GLASS and PLATED-WARE.

IRON BEDSTEADS, WARDROBES with BEVELLED GLASS DOORS, BUREAU with GLASS, DRESSING TABLE and MARBLE-TOP WASHSTANDS.

4 BLACKWOOD CARVED JAPANESE FOLDING SCREENS.

1 SAFE and STAND.
1 COPYING PRESS and STAND.
2 COOKING STOVES.
&c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, *Auctioneer.*

Hongkong, May 16, 1895. 931

VICTORIA CHAPTER, No. 525.

AN Emergency CONVOCATION of the above CHAPTER will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 27th Instant, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED to attend.

Hongkong, May 16, 1895. 929

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Arratoon Apcar* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 20th Instant, will be landed at Consignees' risk and expense into the Godowns of the WANCHAI WAREHOUSE AND STORAGE Co., Ltd., Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., *Agents.*

Hongkong, May 16, 1895. 928

UNION LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG AND STRAITS.

THE S.S. *Specialist* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 23rd Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd Inst., at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd Instant will be subject to rent.

Consignees will be required to sign an Average Bond before taking delivery of their Cargo.

Bills of Lading will be countersigned by SHEWAN & Co., *Agents.*

Hongkong, May 16, 1895. 933

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Wingsang*, Capt. J. YOUNG, will be despatched as above on TUESDAY, the 21st Instant, at Noon, and not as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON & Co., *General Managers.*

Hongkong, May 16, 1895. 909

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship *Glamorganshire*, Captain H. N. VIVIAN, will be despatched as above on or about THURSDAY, the 23rd Instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., *Agents.*

Hongkong, May 16, 1895. 920

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Hector*, Capt. HUTCHINSON, will be despatched as above on MONDAY, the 27th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, May 16, 1895. 912

Vessels Advertised as Loading.

Destination.	Vessels	Agents.	Date of Leaving.
Bremen & Ports of Call	Karlsruhe (s)	Norddeutscher Lloyd	May 27, at 3 p.m.
Chefoo and Tientsin	Kweiyang (s)	Butterfield & Swire	May 20.
Japan	Verona (s)	P. & O. S. N. Co.	May 25, at noon.
Kobé and Yokohama	Siam (s)	P. & O. S. N. Co.	May 19, daylight.
Kobé and Yokohama	Azemor (s)	Nippon Yusen Kaisha	May 18, daylight.
Liverpool, v. Manila	Barcelona (s)	Villa, Lopez & Co.	Quick despatch.
London & Ports of Call	Kaisar-i-Hind (s)	P. & O. S. N. Co.	May 23, at noon.
London, v. Suez Canal	Hector (s)	Butterfield & Swire	May 27.
London	Formosa (s)	P. & O. S. N. Co.	About June 2.
Marseilles, v. Saigon	Natal (s)	Messageries Maritimes	May 29, at noon.
N'saki, Kobé & Y'hama	Glamorganshire (s)	Dodwell, Carlill & Co.	About May 23.
New York, v. Suez Canal	Macduff (s)	Dodwell, Carlill & Co.	May 30.
New York	Santa Clara	Carlowitz & Co.	Quick despatch.
Port Darwin, &c.	Taiyuan (s)	Butterfield & Swire	May 18, at 3 p.m.
S. Francisco, v. Japan	Peru (s)	Pacific Mail S. S. Co	May 18, at noon.
S. Francisco, v. Japan	Coptic (s)	O. & O. S. S. Co.	May 28, at noon.
San Francisco	Queen Margaret	Shewan & Co.	Quick despatch.
San Francisco	Glenesslin	Shewan & Co.	Quick despatch.
Shanghai	Ravenna (s)	P. & O. S. N. Co.	About May 18.
Shanghai	Nanyang (s)	Siemssen & Co.	May 21, at 4 p.m.
S'pore, Penang & Calc	Wingsang (s)	Jardine, Matheson & Co.	May 21, at noon.
Swatow, Amoy, &c.	Namoa (s)	Douglas Lapraik & Co.	May 19, day light.
Vancouver (B.C.) &	Empress of Japan (s)	Canadian P'fic R. Co.	May 22, at noon.
Victoria (B.C.), &c.	Tacoma (s)	Nor. P'fic S. & R. Co.	May 18, at noon.
Victoria (B.C.), &c.	Chiyoda (s)	Shewan & Co.	About May 18.
Vladivostock, &c.	Port Adelaide (s)	Nippon Yusen Kaisha	May 20, at 5 p.m.

To-day's Advertisements.

FOR KOBE AND YOKOHAMA.

The Steamship *Azemor*, Capt. H. NICHOLS, will be despatched for the above Ports at Daylight, on SATURDAY, the 18th Instant, instead of as previously advertised.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, May 16, 1895. 911

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, FOOCHOW AND TAMSUI.

(TAMSUI *Cargo will be transhipped in* AMOY).

The Co.'s Steamship *Namoa*, Captain ROACH, will be despatched for the above Ports on SUNDAY, the 19th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., *General Managers.*

Hongkong, May 16, 1895. 928

FOR VLADIVOSTOCK, *VIA* SHANGHAI AND NAGASAKI (*Taking Cargo at through rates to* COREAN PORTS).

The Steamship *Port Adelaide*, Capt. B. MORGAN, will be despatched as above on MONDAY, the 20th Instant, at 5 p.m., instead of as previously advertised.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, May 16, 1895. 912

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

GLENESSLIN, British ship, Capt. Thos. B. Pritchard.—Standard Oil Co.

SHIPPING.

ARRIVALS.

May 15:—

Comète, French gunboat, 700, Commander Maudet, Haiphong May 10.

May 16:—

Krim, Norwegian steamer, 1,117, J. Irgens, Saigon May 11, Rice.—EDUARD SCHELLHASS & Co.

Azemor, British s.s., 2,005, H. Nicholls, Bombay and Singapore May 9, General.—NIPPON YUSEN KAISHA.

Chow Fa, British steamer, 1,055, Charles Stenham, Bangkok May 7, and Koh-si-chang 10, Rice. YUEN FAT HONG.

Ming-yi, German steamer, from Canton.

Arratoon Apcar, British steamer, 1,392, J. E. Hansen, Calcutta April 30, Penang May 7, and Singapore 10, General.—D. SASSOON, SONS & Co.

Specialist, British steamer, 1,815, A. M. Mars, London and Singapore May 8, General.—SHEWAN & Co.

Cassius, German steamer, 1,787, Unruh, Saigon May 12, Rice and Paddy.—LAUTS, WEGENER & Co.

DEPARTURES.

May 16:—

Choysang, for Swatow.
Braemar, for Shanghai.
Marquis Bacquehem, for Shanghai.
Jens Meinich, for Saigon.
Oakley, for Bangkok.
Loo Sok, for Swatow.
Palamed, for Singapore and London.

CLEARED.

Agamemnon, for Amoy.
Activ, for Pakhoi.
Ask, for Hoihow.
Pakshan, for Swatow.

PASSENGERS.

ARRIVED.

Per *Krim*, from Saigon, 56 Chinese.
Per *Azemor*, from Singapore, Mrs Way, and 62 Chinese.
Per *Chow Fa*, from Bangkok, Mr Tay Hoey, and 175 Chinese.
Per *Arratoon Apcar*, from Calcutta, &c., Bishop Pozzi, Mr and Mrs Campbell, and Mr R. K. Phillipps, 337 Chinese, and 2 children.

DEPARTED.

Per *Choysang*, for Swatow, 50 Chinese.
Per *Jens Meinich*, for Saigon, 12 Chinese.
Per *Loo Sok*, for Swatow, 1 European, and 200 Chinese.
Per *Palamed*, from Hongkong: for Singapore, 3 Europeans; for London, Mrs Anderson and child, and Mr J. Walker. From Shanghai: for London, 1 European.

TO DEPART.

Per *Activ*, for Pakhoi, Mr Thompson, and 50 Chinese.
Per *Ask*, for Hoihow, 60 Chinese; for Haiphong, 10 Chinese.
Per *Agamemnon*, for Amoy, 285 Chinese.
Per *Pakshan*, for Swatow, 200 Chinese.

SHIPPING REPORTS.

The French gunboat *Comète* reports: Had fine weather.

The British steamer *Chow Fa* reports: Had rain squalls in the Gulf of Siam; fine weather, heavy N.E. swell in the China Sea.

The British steamer *Arratoon Apcar* reports: Left Calcutta on Tuesday, 30th April; arriving at Penang on the 6th May, leaving on the 7th; and arriving at Singapore on the 9th, leaving on the 10th. From thence experienced fine weather, smooth sea and light Northerly winds.

The British steamer *Specialist* reports: Light N.E. breeze, high cross swell.

EXPORT CARGOES.

Per s.s. *Volute*, sailed 8th May:—From Shanghai for London, 222 cases Bristles, 3 bales Rugs and 30 bales Rush-bags; for Hamburg, 203 cases Gallnuts, 251 bales Cotton, 99 bales Feather and 4 bales Rugs; for London/Hamburg, 100 cases Gallnuts; for Bremen, 125 bales Cotton; for Liverpool, 696 pkgs. Tallow; for New York, 90 bales Hides. From Hongkong: for London, 1,076 pkgs. Crackers, 300 rolls Matting, 168 casks Wood Oil, 100 casks Ginger, 100 cases Ginger, 50 cases Palm Leaf Fans, 61 pkgs. Preserves, 19 cases Chinaware and 5 cases Bamboo Fans; for Hamburg, 1,745 bags Chardust, 417 bales Feathers, 653 bales Canes, 457 pkgs. Merchandise, 100 bales Galangal, 75 pkgs. Rattanware, 250 cases Camphor, 50 cases Essential Oil, 33 cases Palm Leaf Fans, 17 cases Blackwoodware, 42 cases Bristles, 12 cases Preserves and 12 pkgs. Sundries. For London/Hamburg, 2,718 cases Camphor, 5 cases Bristles, 100 cases Merchandise and 60 bales Feathers; for New York, 50 cases Camphor.

POST OFFICE NOTICES.

MAILS will close:—

For AMOY, SHANGHAI, KOBE, YOKOHAMA, VICTORIA, & TACOMA.—Per *Tacoma*, at 11.30 a.m., on Saturday, the 18th inst.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—Per *Taiyuan*, at 2.30 p.m., on Saturday, the 18th inst.

For KOBE & YOKOHAMA.—Per *Siam*, at 5 p.m., on Saturday, the 18th inst.

For SWATOW, AMOY, FOOCHOW & TAMSUI.—Per *Namoa*, at 5 p.m., on Saturday, the 18th inst.

For SHANGHAI.—Per *Nanyang*, at 3.30 p.m., on Monday, the 20th inst.

For STRAITS & CALCUTTA.—Per *Wingsang*, at 11.30 a.m., on Tuesday, the 21st inst., instead of as previously notified.

For NAGASAKI, KOBE & YOKOHAMA Per *Verona*, at 5 p.m., on Friday, the 24th inst.

MAILS BY THE UNITED STATES PACKET—The United States Mail Packet *Peru* will be despatched on SATURDAY, the 18th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

11.00 A.M. Registry closes.
11.30 A.M. Post Office closes, but Correspondence may be posted on board the Packet, *with Late Fee of 10 cents extra Postage* until the time of departure.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr H. Bent	Mr and Mrs Kirby
Mr J. W. Bolles	Mr W. Krumme
Mr W. J. Canter	Mr Krumme
Mr W. A. Daff	Mr Lejeune
Mr J. B. Duncan	Mr J. de Navarro
Mr Feige	Mrs Ommaney
Mr G. Fenwick	Mr John E. Owens
Mr E. W. George	Capt. & Mrs Palmer
Mr F. B. Hardy	Mr W. Parfitt
Mr C. Harris	Mr S. Smith
Mr A. Hawley	Mr and Mrs J. P. Thomas and child
Miss Hawthorne	Mr R. H. Wade
Mr J. Kinghorn	

PEAK HOTEL.

Mr E. H. Bell	Mr Hugh McCallum
Dr. F. H. Bowers	Dr. and Mrs A. S. Nance
Mr J. G. Buckle	Major The Hon. E. Noel
Miss Coe	Mrs Noel and child
Mr R. P. Dipple	Mr Sandelands
Mr Drocze	Mr A. R. Skuttowe
Mr W. S. Harrison	Mr E. H. Slaghek
Mr A. Hill	Mr and Mrs A. Findlay Smith & family
Mr Geo. Holmes	Mrs Alfred Smith
Mrs Geo. Holmes	Mr A. G. Stokes
Mr H. U. Jeffries	Rev. and Mrs Vallings
Mr F. D. Maclean	
Major and Mrs G. K. Moore	

WINDSOR HOTEL.

Mr G. W. Allen	Capt. Johnson
Mr F. Angus	Mr Loebe
Mr J. W. Brown	Mr G. Manicus
Mr G. C. Bouman	Mr and Mrs Marty
Mr and Mrs W. G. Carey	Mr E. Meyer
Miss Cynthia Carey	Mr R. K. W. Phillips
Miss Dot Carey	Mr Carl Rombach
Mr Lester Carey	Miss Smalpage
Mr. Herm. Crall	Mr D. C. Smith
Mr C. B. Davies	Mr Thompson
Mr E. H. Derrik	Mr Thorenson
Mr Durant	Mrs Way
Mr F. Ezekiel	Mr W. Wheeler
Mr J. B. Farrell	Mr W. C. Wickersham

MOUNT AUSTIN HOTEL.

Mrs J. Acheson and child	Mr and Mrs R. Sale Hill and child
Mr and Mrs Arthur Anderson	Mr Chantrey Inchbald
Mr H. Bostal	Mrs Hillier, children and nurse
Major & Mrs Garnet Hotfield, R.A.	Mr and Mrs Maubeah, children and nurse
Mr Hart Buck	Mr C. Malsch
Dr. and Mrs J. Cantlie and child	Mr McNeill
Mr and Mrs Charles Cohen	Mr and Mrs Mercer
Mr J. B. Coughtrie	Mr H. E. Meyerink
Dr R. Elswald	Mr and Mrs Geo. S. Palmer
Mr Henry Crawford	Capt. A. Tillett
Miss Gallie	Mr H. E. Tomkins

MEMOS. FOR TO-MORROW.

Amusements.

9 p.m.—Performance at the City Hall.

General Memoranda.

SATURDAY, May 18:—
Noon.—Meeting of Shareholders of A. S. Watson & Co., Ld., at Hongkong Dispensary.
9.15 p.m.—Concert at the City Hall.

MONDAY, May 20:—
Goods per *Marquis Bacquehem* undelivered after this date subject to rent.
Goods per *Braemar* undelivered after this date subject to rent.
Goods per *Arratoon Apcar* undelivered after this date landed.
9 p.m.—Meeting of Victoria Preceptory and Priory.

TUESDAY, May 21:—
Goods per Steamer *Oceanien* unclaimed after Noon subject to rent.
2.30 p.m.—Auction of Jewellery, at Mr J. M. Armstrong's.

Quotations.

HONGKONG, May 16, 1895.

OPIUM—New Patna, cash,	765
" Old " cash,	—
" New Benares, cash,	775
" Old " cash,	No Sales.
" New Malwa, credit,	No Sales.
" Allowance, Taels,	No Sales.
" Old Malwa, credit,	No Sales.
" Allowance, Taels,	No Sales.
" Persian, Oily, cash	No Sales.
" Allowance, Taels	No Sales.
" Persian, Paper tied	No Sales.
" Allowance, Taels	No Sales.

Exchange.

HONGKONG, May 16, 1895.

On London—	
Bank, Wire,	2 1⅞
" On demand,	2 1⅞
" 30 days' sight,	—
" 4 months' sight,	2 2½
Credits, 4 "	2 ⅜
Documentary, 4 months' sight,	2 2½
On Paris—	
On demand,	2.71
Credits, 4 months' sight,	2.77
On Berlin—Demand,	2.19
On New York—	
On demand,	52¾
Credits, 60 days' sight,	54
On Bombay—	
Wire,	194
On demand,	194½
On Calcutta—	
Wire,	194
On demand,	194½
On Shanghai—	
On demand,	1⅝
30 days' sight, private paper	72⅝
Gold Leaf, 100 fine (per tael)	47 75
Sovereigns (Bank's buying rate)	9 10
Silver (per oz.)	30¾d.

NOTICE TO SUBSCRIBERS.

FROM the 1st January, 1895, the Subscription to the CHINA MAIL will be as follows:—

For the Quarter.....$7.00
" Month.....2.50

Copies of the 'CHINA MAIL' may be obtained at the Hongkong Hotel.

CHINA MAIL OFFICE, Hongkong.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

Wines and Spirits.

All these are SELECTED by our LONDON HOUSE, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits and enabling us to SUPPLY the BEST GROWTHS at MODERATE PRICES.

PRICE LISTS, with full details, to be had on application.

PORT.—After removal should be a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked 'E' is universally popular and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong Market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.

Hongkong, January 7, 1895. 48

The publication of this issue commenced at 6.35 p.m.

The China Mail.

HONGKONG, THURSDAY, MAY 16, 1895.

THE withdrawal of Captain Hastings from the post of Acting Police Magistrate gives the Government an opportunity of following out the recommendations of the Retrenchment Commission for the reduction of expenditure in the Magistracy. Since Mr Wodehouse returned from leave there have been always two Magistrates, with, perhaps, brief intervals, whereas while Mr Wodehouse was on leave, the whole of the work was performed by Mr A. G. Wise, the present Acting Attorney General. If we may venture to express an opinion the work of the Magistracy was very ably performed by Mr Wise, and we do not remember that any complaints were made, by the legal fraternity or anyone else, that unnecessary delays were incurred in the disposal of cases or in the method of treatment or disposal during the period over which one Magistrate presided at the Magistracy. This we say without any desire to set up invidious comparisons, and without any desire to imply anything derogatory to Mr Wodehouse's disposal of the numerous cases with which he has to deal. As a matter of fact, we have an implicit belief that Mr Wodehouse can discharge the whole of the duties appertaining to his position as Magistrate without any undue physical strain. The findings of the Retrenchment Commission are, we think, conclusive on this point. In his evidence before that Commission, Mr Wise at first said that 'he had no hesitation in saying that the work was not sufficient for two but was too much for one; but afterwards, in answer to the question "Couldn't a smart competent man do the whole work of the two Magistrates?" Mr Wise said: "I must say yes, of course; I cannot help saying that," and that, as a matter of fact, he had, while doing the work of both Magistrates, often finished his work before lunch, and that he did not consider he was overworked.' Mr Arthur, the First Clerk at the Magistracy, stated that the Magistrate had three hours' work in the morning; that about four and a half hours, on an average, would cover the whole work of the Magistrates; and that Mr Wise, as a rule, finished every day at noon. From our own recollection of Mr. Wise's rule at the Magistracy we should say the work occupied him, on three out of six mornings, not much more than half an hour. He certainly was not overworked. In his own evidence, Mr Wodehouse said that 'if there was only one Magistrate, he would have on an average to work about four hours a day.' Subject, however, to 'suitable arrangements as to pay' he was quite prepared to undertake the duties of both Magistrates. In case of 'over-pressure of work,' he stipulated, also, that he should have one officer to assist him while the pressure lasted. The Committee very properly found that the expression 'over-pressure of work' was too elastic and might lead to one officer being very often, if not constantly, employed to help Mr Wodehouse; and the Committee recorded the opinion that one properly-qualified man could perform the duties of the two Magistrates. With that opinion we most certainly agree. No man properly qualified and remunerated, as Mr Wodehouse is, with $5184 per annum as Magistrate and $972 as Coroner, and the usual allowance for chair coolies, can grumble at having to work, on an average, 'about four hours a day.' That is taking the estimate given by Mr Wodehouse himself, although, as we have indicated already, the work need not very often extend over one hour per day. We do not ignore the fact that the present Police Magistrate is the recipient of $6,156 a year (with allowances) for working on each alternate day, and, with the utmost respect for the gentleman who fills the post, we are compelled to say that he has a remarkably easy and well-paid billet, which would not be made much more arduous if he had to take the whole of the duty without an addition to his salary. We do not suppose any public outcry would arise if an addition were made to the remuneration of the holder of the Magisterial office, and by relieving Mr Wodehouse of the duties of Superintendent of Fire Brigade, for which he receives $1320 per annum and which Mr May offered to undertake gratuitously, some re-arrangement could be made whereby Mr Wodehouse would not be a loser financially. In recommending the abolition of the office of Second Magistrate, the Committee recommended that the First Clerk (Mr Arthur) might undertake the disposal of petty cases, receiving, of course, a slight increase of salary. The recommendation deserves consideration. However, whatever decision may be come to on that point, we think it is clear that the Government, if it earnestly desires to accomplish retrenchment and reform, has an opportunity of effecting a considerable saving at the Magistracy by re-arranging the duties and emoluments without dealing unfairly with the present Magistrate.

SIR G. Baden-Powell asked the Secretary to the Admiralty, in the House of Commons on the 9th ult., whether he could have drawn up and presented to the House a report on the naval experiences in the recent war between China and Japan which could make public all such facts and lessons as could be published without prejudice to our naval interests. Mr Robertson: The reports prepared in the Intelligence Department of the Admiralty on such subjects as are indicated in the question are of a confidential nature, and are designed for the information of the Board of Admiralty. There is no intention of presenting any such reports to the House of Commons. (Hear, hear.) Captain Bethell wished to know whether any of the chief features of these actions would be issued in the form of a confidential report to captains of ships in commission. Mr Robertson: I must ask notice of that question.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Benlomond*, *Athole*, March 29; *Hazel Branch*, April 2; *Shenghing*, *Renown*, 16; *Kaisow*, 26; *Glenesk*, *Palinurus*, *Java*, 30; *Altmore*, *E. Simons*, May 3.

HOMEWARD BOUND:—*Monmouthshire*, April 16; *Malacca*, 23; *Bayern*, *Glenorchy*, *Elax*, *Aden*, 30; *Lion*, May 3; *Benlarig*, *Carmarthenshire*, *Spandilus*, 10.

The P. & O. Co.'s s.s. *Ravenna*, with the ENGLISH MAIL of 19th April, left Singapore on Sunday, May 12, at 6 a.m., and may be expected here on or about Friday, the 17th May. This Packet brings replies to letters despatched from Hongkong on March 14.

The O. & O. s.s. *Coptic*, with the AMERICAN MAIL of April 23, left Yokohama via Nagasaki on Tuesday, May 14, at daylight, and may be expected here on or about Monday, May 20.

The N. P. s.s. *Sikh*, from Tacoma, left Yokohama on May 11, for Hongkong, via Kobe.

The P. M. s.s. *City of Rio de Janeiro* left San Francisco for this port, via Yokohama and Nagasaki, on May 4.

The *Empress of China* left Vancouver for this port on May 13.

The Union Line s.s. *Specialist*, from Hamburg, left Singapore on May 8, and may be expected here on or about May 16.

The N. Y. K. chartered s.s. *Azemor* left Bombay on April 28, and may be expected here on or about May 17.

The D. D. R. s.s. *Adalia* left Singapore for this port on May 11, and may be expected here on or about May 17.

The s.s. *Glamorganshire* left Singapore on May 15, and may be expected here on or about May 21.

The P. & O. s.s. *Java* left London for this port on April 14.

The P. & O. s.s. *Ceylon* left London for this port on May 4.

W. ROBINSON and Company for the highest class Piano Tuning and Repairing.

THE Bertillon system of identification of criminals has proved a complete success at Colombo.

THE s.s. *Glamorganshire* left Singapore yesterday, and is due here on or about the 21st instant.

THE China Mutual Co.'s steamer *Keemun*, from Glasgow and Liverpool, passed the Canal this morning, and may be considered due at Penang on or about the 1st June.

THE *Café Chantant* in aid of the Building Fund of the Soldiers' and Sailors' Institute at Kowloon takes place in the City Hall (St Andrew's Hall) to-night at 9 o'clock.

COLONEL F. C. Mulcahy was directed to take over the appointment of Senior Ordnance Officer, Western Military District, on 15th ult.

CAPT. D. H. Barker, formerly in Hongkong, has transferred from the South Staffordshire Regiment into the West India Regiment.

VESSELS IN THE DOCKS:—At *Kowloon*—Irene, Spanish cruiser Reina Cristina, Mongkut, Solent, Stanfield.

Cosmopolitan—Verona, Riversdale.

Aberdeen—(none.)

THIS morning Mr H. E. Wodehouse, at the Magistracy, convicted a boatman of uttering three counterfeit coins and sentenced him to three months' imprisonment with hard labour.

THE French gunboat *Comète* arrived here yesterday from Haiphong. Originally, she had orders to await the arrival of the French Admiral, but events in the North may render it necessary for her to join the French squadron.

WE have received from Messrs Dodwell, Carlill and Co. a copy of the time-table for 1895-96 of the Northern Pacific Steamship Co., which advertises the shortest and most direct route to Chicago and New York. We have already mentioned that the *Strathnevis* and the *Evandale* have been chartered to make runs to Tacoma, in addition to the *Victoria* and *Tacoma* belonging to the N.P.R., and we see the *Hankow* will also be employed by the Company, making the first trip from Hongkong on the 27th August.

As will be seen from the advertising columns of the *Chinese Mail* (*Wah Tee Yat Po*) a certain charitable institution in Macao appeals to the Chinese residents here for help towards the supplying of coffins, on the ground of the want of sufficient funds for the purpose in the neighbouring Colony. A house-to-house canvass has also been made, and the Tung Wah Hospital and three well-known Chinese are the agents. The appeal appears to have been readily responded to, as subscriptions ranging from one hundred dollars to one dollar have come from many quarters, but it looks rather ominous that such an appeal for help should require to be made.

WE believe there has been some hitch in regard to the Interport Rifle Match, Shanghai having failed to shoot within the time stipulated, but through no fault of the Shanghai marksmen themselves. It is not improbable, therefore, that the match will have to be brought off later in the year. The Shanghai volunteers being now armed with the Lee-Metford weapon, it appears absurd that the Hongkong and Singapore teams, the majority of whom, in ordinary practice, use the Lee-Metford, should be compelled to use the Martini-Henry. There appears to have been some oversight in the arrangements; and considering that the Lee-Metford rifle is now used generally at all three ports it is not unreasonable to suppose the Martini-Henry will now be dropped in the match.

18 SECOND-HAND Pianos wanted for Export, W. Robinson and Company.

MR A. E. Fletcher, late editor of the *Daily Chronicle* (London), will oppose Sir Thomas Sutherland as Gladstonian candidate for Greenock at the next election.

CANON the Hon W. H. Fremantle, who has been nominated by the Queen to the deanery of Ripon, is an elder brother of Admiral Sir E. Fremantle.

MR William Saunders, Liberal M.P. for Walworth (Newington), is dead. His majority at the last election over Mr L. Henry Isaacs (Conservative) was 206.

IT is stated that the negotiations for the conclusion of a commercial treaty between Germany and Japan have led to a satisfactory issue on all questions except that of the duties on iron.

WE have received a bundle of Cassell's well-known publications, *The Quiver*, *Little Folks*, *Saturday Journal* and *Work*. The author of 'How to be Happy though Married' continues his series of articles on domestic topics in the *Quiver*, which maintains its high standard of excellence.

OUR correspondents, writes an Indian paper with reference to the Chitral expedition, send us all the information they may; but there is a press censor at head-quarters, and they have not allowed any information to leak out, which would add to the knowledge of, or prove of value to, their opponents or their agents.

THE Willard Opera Company are moving on from Colombo to Penang, Singapore and the Far East. Their *repertoire* includes: 'In Town,' 'Don Juan,' 'Little Christopher Columbus,' 'Go Bang,' 'The New Boy,' 'Jaunty Jane Shore,' 'The Lady Slavey,' and 'His Excellency.' They have also given at Colombo some 'Living Pictures' which have been very heartily praised.

OFFICIAL notice is given by the Lord Chamberlain that the Queen's Birthday will be celebrated, in London alone, on Saturday, May 25 next, and at all other stations, naval and military, on Friday, May 24 next. The usual announcements in respect of Hongkong will be made in the *Government Gazette* on Saturday next. Invitations for a ball at Government House on the 24th have been issued.

THERE is a war in Hongkong which has been waged for years between the Bowling Teams of the Hongkong Club and Club Germania. It is a war without bloodshed, and has provoked a very pleasant feeling of rivalry between the two nationalities here in Hongkong. For two years in succession our Teutonic friends have won a challenge shield against a British team, and a match takes place to-morrow and Saturday which will result either in the Germans securing the shield altogether or in the Britishers saving it for a future competition. The teams for this bowling struggle are as follow:—

Club Germania:—Messrs Spannuth, Engel, Wegener, Brodersen, Bischoff, C. Lammert, Stilhaus, and Dannemann.

Hongkong Club:—Messrs Hanisch, Ross Thomson, F. Hewitt, R. N., A. M. Marshall, Burder, Sparrow, F. Maitland, and Jones Hughes.

Game to be commenced on each evening at 5, on English and German alleys.

AT a recent dinner of 'Correctors for the Press' most of those who made speeches felt it their duty to add to the gaiety of the evening by recalling some vagary of the 'reader' and the 'compositor' which had come under their own notice. In the chairman's speech, for instance, was one which was supplied by Mr William Black, the novelist. Mr Black, in humorous excuse for his absence from the dinner, wrote to say that, as a matter of fact, the 'reader' was his personal and deadly foe, and the reason for it was this: 'My writing (said Mr Black) is so very clear that the printers give it to their 'prentice hands, believing that it is impossible for anyone to make a mistake with it, and the "reader," when he sees it, is so convinced that it is blameless of error that he "reads" it mechanically while allowing his thoughts to meander off to his Amelia Jane. Why, do you know, it was by the merest accident that the heroine of my novel, "Wolfenberg," was not made to die of an "overdose of opinion"? Lord Frederic Hamilton's instance came from a poem on theosophy, which was lately contributed to the *Pall Mall Magazine*. The writer wrote: 'He used language to frighten a chela to fits.' Opposite 'chela' the 'reader' wrote, 'Query cheetah.' The instance which Mr Zangwill cited of the 'reader's' determination to set the writer right was that in which the sentence, 'When she smiled you forgot that she was pretty,' was altered into, 'When she smiled you forgot that she was *not* pretty.'

As mediocrity makes but a poor show in this world, which is now comprised chiefly of celebrities, it is a fine thing to join the ranks of the notorious. Walking, or riding, or hopping a long distance, or standing on one's head, or wearing very long hair will do much in this direction. A tour round the world as far as possible on foot is naturally a move of the right sort, but it is becoming common and in a year or two will probably be played out. It is, however, a plucky performance. Mr Charles W. McDade, who is endeavouring to walk round the world in twelve months for a wager of 200,000dols., arrived in London on Saturday, and proceeded to report himself, first to the American Consul, and then to *Lloyd's*. Mr McDade set out from San Francisco on September 16th last, and the first part of his task was to visit every State in the Union from Alaska to Florida. It was not till March 9th that he arrived on board the *Majestic* at Liverpool. An important stipulation was that Mr McDade should accomplish his walk without money and without begging. Wherever he has gone hospitality has been generously accorded, and at Liverpool the American traveller fared particularly well. He has visited Scotland and Ireland, and crossed the Channel to begin the Continental portion of his tour through France, Spain, and Italy to Cairo, and afterwards to Siberia, where the American has instructions to take special note of the prisons, before proceeding to Hongkong, and so back to San Francisco. There is a second competitor in the walk, a man named Dolf, of Liverpool, but he has not yet crossed the Atlantic.

SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before His Honour Mr W. M. Goodman, Acting Chief Justice, and His Honour Mr T. Sercombe Smith, Acting Puisne Judge.)

Thursday, May 16.

A DISPUTED SHARE TRANSACTION.

The Court was engaged hearing an appeal by J. B. Gomes against a judgment by Mr A. G. Wise, then Acting Puisne Judge, in the suit R. H. Hill (of Bradley and Co.) v. J. B. Gomes to recover $1103.59 ($103.59 waived to bring the suit under Summary Jurisdiction) in respect of calls &c., on 50 shares in the Labuk Planting Co. sold by Hill to Gomes in 1889 but untransferred from Hill's name to that of Gomes at the time of the call. Mr Wise held that Mr Gomes was responsible for the call.

Mr J. J. Francis, Q.C. (instructed by Mr C. D. Wilkinson) appeared on behalf of the appellant, and Mr E. H. Sharp (instructed by Mr J. Hastings, of Mr V. H. Deacon's office) appeared on behalf of the respondent.

Mr Francis, in opening the case, stated that the appeal was on a point of law. He submitted that there was no indemnity, either expressed or implied, between the appellant and the respondent.

Legal argument was then entered upon at great length.

Judgment reserved.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

THE SURRENDER OF TERRITORY ON THE MAINLAND OF CHINA.—EXCITEMENT AND DISAPPOINTMENT IN JAPAN.—ANTI-FOREIGN FEELING.—THE LEGATIONS GUARDED.

The *Times'* Kobe correspondent wires that the people are excited and disappointed at the Government giving up their claim to the Liao-tung Peninsula.

The Foreign Ministers and Legations are guarded by Japanese troops.

[We gather from private telegrams that this excitement is looked upon as temporary, and that things are expected to quieten down in a day or two.—ED., *C.M.*]

THE ARMENIAN ATROCITIES.

The Commission appointed to enquire into the Armenian atrocities has discovered pits at Hassun (Sassun?) where the victims of the massacres were buried.

THE CHINA-JAPAN WAR.

JAPAN AND THE POWERS.
A TALK WITH A JAPANESE OFFICER.
CHINA'S CHANCES.

(From our Special Correspondent with the Japanese Army.)

Makung, 13th April.

While talking yesterday with an officer who speaks excellent English, as usual, the conversation soon drifted on to the stock subject, the war, and he asked a number of questions as to the probable state of British opinion on the merits of the war and the fairest basis of peace, on the future of China and Japan, the developments of the Far Eastern question, and the attitude of Europe towards the Japanese nation. I then got him to read a good deal from recent Japanese papers and express his own opinions. He said it was undoubted that there was still a strong vein of savage disposition running through the national character; he (without any lead from me) classed the attack on Li Hung Chang, the outburst at Port Arthur, the attack on the Czarewitch, and the old-time exploits of the *ronin*, all in the same category, as showing innate savagery not yet extinct, though he expressed the confident hope that it was disappearing rapidly. The Czarewitch, attacked by a fanatical madman, was saved by the pluck of a Japanese coolie, and so the impression given by the affair was not one of unmixed evil, but the evil itself could not be doubted; and now that the Russian Prince had just succeeded to the throne, at a moment when a war on his eastern border was attracting the attention of the whole world, the new Czar was unpleasantly reminded of his own alarming experience by a similar outrage, which would be sure to have some effect on the neighbourly relations of Russia and Japan. In this case, the gravity of the offence was in a way mitigated by the fact that China was at war with Japan, and Li Hung Chang was regarded as principally responsible for it; but that was not much excuse. It was only a difference of degree; the *soshi* hated all foreigners, and Chinese worst of all just now. But civilised people ought to respect the inviolability of envoys, especially after the Government had taken so much trouble to secure the safety of all Chinese in Japan, and of the Envoys in particular. It was a signal proof that the efforts of the Government to place Japan on a level with the most advanced countries were resolutely opposed by a band of misguided miscreants, who still thought savage ways were the best. It was the more unfortunate that Alexander III should receive this unfortunate reminder, because Russia and Japan were such near neighbours; Japan is now making a bold bid for the position of leading Power in the Pacific, and it is of the utmost importance to retain the good-will and esteem of Russia.

Asked whether there was any precedent for an attack on the Peace Envoy of a conquered country, I could not remember any case where the peace negotiations had been carried on in the victor's territory. It seems anomalous that while fleets and armies are invading the land, ambassadors should pass the invaders' lines to negotiate at the invaders' base. Moreover, a people which officially proclaims and implicitly believes that the British Ambassador to Pekin is an 'Envoy bearing tribute from the red-haired barbarians,' would also declare that Li Hung Chang had gone with a host and conquered Japan.

As to the prospects of the war—well, with China beaten at every point and suing for peace, there is no longer much room for speculation. Liu Yung Fu and the Black Flags may yet make a fight in Formosa perhaps, but we are assured that the Japanese are not going there. In fact, when pressed they now hide behind the peace negotiations, and talk of the war as ended; but not of the troopships and men-of-war returning home. But even if there is any more work to be done in the South, there is nothing to augur hard fighting. In the North there was the Manchurian Army, supposed to number 70,000 splendid fighting men, yet nothing has yet been seen beyond a few thousand professional runaways. All China's best forces were concentrated about the Gulf of Pechili, men who were said to 'regard cowardice as the most deadly sin,' and who 'in their immense numbers alone would be overwhelming,' while 'with their armament, organisation, and European drill would prove formidable foes' (Norman on France and China). This is what most authorities have said of the men about Port Arthur, Talienwan, Weihaiwei, and Mankden; what then is to be expected of the Southern provincial levies, who have never been looked to like this? Norman mentions that 'each provincial Governor is entrusted with the duty of providing funds for the maintenance of his own disposable troops,' and apparently having provided the funds he has pocketed them and let the troops earn a living as coolies without going through the form of learning to distinguish the butt from the muzzle of a gun. I have seen some of these Southern territorial militia. They never know that they have anything to do with the soldiering at all, until some high official happens to come on a tour of inspection, once in a few years; then the mandarin presses the bumpkins into service for an hour's parade, serves out motley assortments of coats and weapons, has a promiscuous fusillade fired by such as may be able to find out how a gun goes, and that is all. I saw such a parade at Kowloon City, when 19 men were executed for piracy on the British steamship *Namoa*; the troops numbered nominally 1000, actually less than 300, and the exhibition was funnier than anything I ever saw in an English pantomime. To send such men, in such form, to fight disciplined and well-drilled troops, is criminal folly; it is murder. If better men, with some idea of warlike weapons, are permanently at the Customs Stations and the arsenals, at Foochow and Whampoa, they are in such small numbers that they are overwhelmed by the helplessness of the rotten material drafted in to assist them. These men can do nothing, and the Japanese have South China in their hands even more easily than North China.

If, however, the borders of Yunnan and Tonkin have been drawn upon, there is a chance. The wild bandits who have waged a guerilla warfare with such success against the French for ten years, who even now terrorise the 'Belle Colonie' and have carried out cleverly-planned raids within the past few months, are just the right sort to teach the Japanese a lesson in irregular tactics. To harry the advancing column, to lie perdu in small bodies all over the hills until night, to cover the country with daring and cunning scouts, to swoop down with mysterious suddenness on convoys and isolated parties, to deprive the camp of its night's rest by constant alarms and fierce rushes, to draw the enemy off his line of march and make him waste time and trouble on outlying positions which can be easily abandoned, to tempt the advance guard away from its supports, and the main army away from its base; to always avoid pitched battles, and leave the climax to complete the work—this is the policy which General Gordon emphatically declared the only policy for China. But even this requires training, years of practice, which the border banditti have acquired and the regular army of China has not. A drill-book may be learnt in a drawing-room, and the principles of Western warfare can be acquired in school; but no school except the school of hard experience can teach the science of these 'border reivers.' If, therefore, they are to meet the Japanese with a free hand, untrammelled by the wiseacres' instructions which tied Admiral Ting hand and foot, unhampered by the divisions of authority and personal indifference which have broken up the Chinese armies in the north—and if the support of the inhabitants and the supplies of food and ammunition are as freely accorded at Fuhkien and Kwangtung as in the home country of the pirates and patriots, then the war will assume a new aspect. But it is extremely doubtful if these vigorous Tonkin weeds will flourish when transplanted to uncongenial soil; and if they fail, there will be nothing to break the monotony of the Japanese military procession.

If there is any serious attempt on the part of China to clutch at her last chance of resisting, it is bound to exasperate the Japanese more than anything that has occurred yet. It would be better for China, more consistent with her undoubtedly genuine professions of willingness to surrender if all her troops were to lay down their arms by order from Pekin, as the Japanese advance. They do usually lay them down, as it is—throw them away, in fact, and run; but that is without orders from Pekin, and there is still a pretence of fighting. But if the pretence is to become a reality, if the Yunnan and Tonkin desperadoes are in truth to take the field, there is every prospect of a savage struggle which cannot be free from brutality on both sides. The provocation which proved too great for Japanese civilisation at Port Arthur would be increased a hundredfold by this kind of warfare, and all the good resolutions so easy to carry out at Weihaiwei would be grievously endangered. The stubborn courage and cold-blooded brutality of the Chinese and Tonkinese drove the French to commit horrible outrages in 1885—so horrible as to call forth loud denunciations from even the Paris newspapers. The Japanese censorised press is less candid; it is to be hoped that no similar occasion for criticism will arise here, that there is solid foundation for the rumours of peace.

13th April, later.

The transport *Moji Maru* has just arrived from Sasebo with a large staff of the Army Medical Corps, sent for twelve days ago on account of the sudden increase of cholera. They have all been put ashore, and the ship is to go back at once, having strict orders to avoid communication with Makung or the ships here. She brought no letters, but signals that stringent quarantine is now enforced at Sasebo and Ujina. Yet cholera is practically endemic throughout Japan; it is now prevalent in several places, and appears every year regularly. The Japanese ought to know by this time that quarantine is useless without hygiene.

PIANOS by all the best makers for Hire or monthly payments, at W. Robinson & Co.

THE PLAGUE.

NUMEROUS DEATHS AT MACAO.

The *Echo Macaense* of May 15 says that unfortunately cases of plague continue to appear, not in great numbers nor in any particular locality, but in different places. If the air is infected it would be reasonable to suppose that rows of houses in the same street would have been attacked, but this is not the case. It is a notable fact that the public gaol, where many Chinese of the lowest classes are confined, has up to the present escaped from any attack, although the Travessa dos Tintoiros, where several cases have occurred, is scarcely ten metres distant. It is evident that the condition of the inhabitants in regard to cleanliness and their food supply has an important bearing on the propagation of the disease or otherwise. It is stated that wealthy members of the Chinese community who live in palatial habitations and are provided with every comfort have escaped attack, while, in the same houses, the servants are sometimes attacked. These facts would serve to prove, says our contemporary, that the disease does not threaten everyone, and that a great deal might be done by individual effort to ward off the disease. The Portuguese population, has, up to the present, escaped infection with the exception of Mrs. Ritta Bramston, who lived in the Rua da Só. She lived in an exceptionally clean house and it is impossible to conjecture how she was infected. Hers is the only death (indeed the only case) from plague reported amongst the Portuguese. It is certified that during the last week between twenty and thirty Chinese were buried every day, and of these the majority died of plague. The Government continue to work hard in the way of isolating the patients and of disinfecting the houses, and has lately ordered the shutting up of several wells, the water in which had been found to be tainted. The bazaar of S. Domingos is ordered to be shifted to the sea-shore, near the Chinese temple, known as Hong-com-miu. In the matched plague hospital at Fonte da Solidão, there were admitted three individuals suspected of the attack—a Chinese lukong, who died shortly after admittance, and two women (one Macanese and the other a native of Africa) who are still there under treatment. With much praise the *Echo* records the visits of the Governor and the Bishop to the lazaretto, the Governor especially having made repeated visits to the Chinese hospital and the most infected parts of the city.

COOLIE PASSENGER RESTRICTIONS AT SINGAPORE.

At a special meeting of Executive Council this forenoon (day 8) it was decided by H. E. the Governor to issue a proclamation prohibiting the immigration of Chinese from the plague-infected island of Hainan, and from the ports of Macao and Swatow.

By last mail advices from Hongkong it was already ascertained that in Macao and in Canton plague had again appeared not only in sporadic cases but in the form of a distinct epidemic. On behalf of the Macao authorities it was endeavoured to minimize the statements made as to the extent to which plague was occurring there. But independent evidence, that of Dr Lowson and Inspector Stanton, clearly established the fact that plague had reappeared, and as regards the latter, that the pest had been responsible for the occurrence at Macao of a number of deaths daily. Not only so, but this police officer had ascertained that seven out of nine inmates of a house of ill-fame had died, and that a regular exodus of Chinese women of a certain class had taken place, these fugitives seeking refuge in Hongkong in the native lodging-houses.

As a result to Hongkong itself, so far back as the date of the mail five days ago, three deaths had occurred at Hongkong and a house-to-house inspection by the police had been organised.

We may assume that the local Government have had supplementary information by wire of a character or definite enough to justify the reimposition of restrictions on immigration from the infected districts of China. This prohibition does not of course extend to Hongkong, and it may be hoped that Hongkong will escape with no more than the few stray cases that have been imported from Macao and Canton. The Hongkong Government have taken similar restrictive measures to protect their own Colony, so there is reason to hope that the plague will now be kept outside of the doors of both Colonies.

The rigid restrictions of last year were fully justified by the entire success with which the pestilence was shut out from the Straits. Hongkong will spare no pains to avoid a repetition of the ghastly experiences of last year, and indeed just as India looked to Singapore to put an impassable barrier in the way of the westward progress of the infection, so Singapore looks in the main to Hongkong to protect us in protecting herself.

As to the direct immigration that is of course our own affair, and the Government have been well advised to lock the door before the steed is stolen.

In the interim there will be the usual precautions taken by the Port Health Department as to the quarantining and surveillance of coolie steamers that may have already left the places scheduled in the proclamation as plague-infected.—*Free Press.*

NEW Piano Repairing Machinery arrived for W. Robinson and Company.

MR Henry Norman in his book on the 'Far East' shows that—

'The satisfaction of including "le Tonkin" among the possessions of his country *has cost the French tax-payer* 122,039 *francs*—£4,881—*a day, Sundays included, for every day that he has had it.* It may safely be foretold that when at length he comes to realise this fact he will be surprised, and his surprise will manifest itself in a striking manner.' For all of this outlay France does not even obtain a monopoly of trade, the trade of Tonquin with France from 1883 to 1892 inclusive, having amounted as an aggregate to £3,440,000 and with foreign countries to £7,750,000. This is the total result of the "Colonial system" of which France is proud, and which does no doubt occasionally make fortunes for individuals. The colony, in fact, may be said to be a direct and heavy burden upon the French tax-payer.'

INTER-COLONIAL CRICKET AT SINGAPORE.

It is contemplated, we learn, to hold a cricket fortnight at Singapore about the close of this year very much on the lines of the famous Inter-Colonial cricket festival of the Christmas and New Year of 1890-91. On behalf of the Colombo cricketers, who could not return the previous Straits visit last Christmas on account of an engagement to go then to Rangoon, a communication has been received by the Committee of the S.C.C. asking whether they would be open to receive a return visit this Christmas. That has been replied to in the affirmative with the assurance of a cordial welcome from Straits cricketers to their Ceylon friends. The Committee of the Singapore Cricket Club have also communicated with Hongkong to know if that Colony would send down a team at that time to meet the cricketers of the Straits and of Ceylon at Singapore. A return visit is due from Hongkong, and it is to be hoped that the special opportunity provided by the presence of a Ceylon team will induce Hongkong to make every effort to be represented by as strong a team as possible for the suggested series of matches. Another reason why we should all be glad to see a Hongkong team in the Straits again would be that it would be an opportunity not only of welcoming a band of good fellows and cricketers from a neighbouring Colony, but that it would give a chance of offering a special sympathetic greeting in remembrance of that disaster that, with two exceptions, destroyed, in the wreck of the *Bokhara*, the Hongkong cricket team that visited Shanghai in 1892. Of those of the Hongkong team that visited Singapore and also went on that fateful voyage to Shanghai there is one survivor, Dr. J. A. Lowson, who was the life and soul of the Hongkong visitors. Poor John Dunn, of the Liverpool Regt. and G. G. Boyle of the Gunners, the only other two who came also to Singapore, met their end in the surf on the Pescadores in that terrible typhoon.

It is Penang's turn to visit Singapore this Christmas, so that the fixtures would likely be as follows:—

1. Straits v. Ceylon.
2. Straits v. Hongkong.
3. Hongkong v. Ceylon.
4. Singapore v. Penang.

The last match might be taken before or after the Intercolonial series so as not to interfere with the time available for the matches in which the Ceylon and Hongkong men would take part.

Subsidiary matches of golf, tennis, and billiards would be arranged for, and it might even be possible to have football. As the Navy must be about sick of the North by this time, Admiral Buller might do an excellent thing by bringing part of the squadron down this way, just to see what was going on, and give the Naval 'Rugger' team a fresh world to conquer seeing that they have left Shanghai in fragments. Another reason why the Navy might come down would be to test our mobilisation by a hostile landing at Tanjong Katong, Kranjie, or Passir Panjang, with a torpedo boat raid into New Harbour by way of diversion.—*Singapore Free Press.*

A MISSIONARY ON THE CHINESE ARMY.

The Rev. D. T. Robertson writes the following interesting letter from Newchwang, dated March 6th, which appears in the *Recorder* for the present month:—

'After we saw the remains of the Port Arthur army headed off from the town and passing on northward outside the gates, we became more confident. Soon the Japs following up brought down thousands of soldiers into our neighbourhood; the camp (ying) was full of them; every suburban village was a barrack; they were pouring about the streets, foraging in hundreds from morning till night; yet no person was in the slightest alarm, and no one could say they had received an insult worth mentioning.

We heard the sounds of one battle to the north and another to the south. And a Japanese spy or two has been marched into the street. These sort of things only cost an afternoon's talk. Things are likely to be lively now, however, for scouting bodies of Japanese were under the walls last night, and were fired on by the town-guards. All the women and children were weeping, without ceasing, last night at the high prospect. They all have a high opinion of the Japanese, for it has largely spread about how excellently they have maintained social order in Haicheng and its immediate neighbourhood during the winter, and how generous and fair they are to the people. The Koreans that follow the Japanese army seem to be their terror.

You will be interested to know how the Native Church is coming through this storm. There are, of course, heavy defections up-country. Everywhere the Roman Catholics, who declare themselves the true shepherds that never flee from the sheep, are working to gather in a harvest of our members; while in Hai-cheng we could enrol members by the tens, all believing that any connection (even if you only buy a Bible) with the Foreigner is advantageous at present,—wherein they are right, for the Japs are specially conciliatory towards Christians. Unfortunately, like Chinamen everywhere our members have not altogether kept their heads, and when the Chinese regain Hai-cheng they will not render it happier for our members for their former familiarity with, and affection for, the Japanese.

Perhaps our most pressing straits is the impossibility of sending money up country. The almost total cessation of traffic prevents us 'ordering' the money to the various centres, and the dangerous state of the roads from soldiers and robbers (*i.e.*), amateur thieves and professional ones, forbids our forwarding in specie. Some of us have tried to transmit silver hidden on the person of trusted Chinamen; some have lost heavily, some have succeeded. It is so far to my place up north, and the risks are so notoriously great, that I have paid off my men.

We should have had less fighting all round this neighbourhood had the Japanese minded the winter even less than they did and marched on more briskly. The Chinaman has no moral courage, and falls off whenever the bullets begin to drop round him in a little more forcible way than he had expected. He then retreats hard. But given time and numbers and he will drum himself up into great courage and confidence. Men go home without toes, some without a foot to stand on. Some have been in the range of machine guns, and are riddled with bullets, yet alive. Five or six men have been shot right through the head in all directions, yet are very merry at this present. But the subject is not pretty. I must away now and dress some of them.'

THE Singapore community, says the *L. and C. Express*, has certainly left few stones unturned in its battle with the Home Government on the question of the military exaction. The Singapore Chamber of Commerce has now taken up the cudgels, and has addressed the London Chamber on the matter, requesting that the members will, by their influence and connection, help to secure for the case a further and impartial consideration, whether in communication with Her Majesty's Government, or in the House of Commons, with the object of securing a more equitable adjustment. The London Chamber intends, we believe, to take the matter up.

THE WAR IN THE EAST AND OUR TRADE.

The following letter from a Hongkong correspondent appeared in the *Times* some time ago:—

By the time these lines reach England it is quite possible that events of considerable importance will have occurred in these parts, but it is hardly likely that anything will now take place in the course of the present war to affect its influences on English commercial interests in Japan and China. Had any other country but China been concerned there is little doubt that peace would long ago have been arranged; but China is rotten and the vast population on which she might be drawing for the war is only to a very small extent aware as yet of what is going on. The general idea in this country, where it is known that a war is in progress, is that some foreign tributary of the Central Kingdom has rebelled, and is being punished. Many, having heard the name of England in past years, think that she must be the country concerned, and suppose the cause to be some commercial dispute. The Chinese on the whole are, in a word, so absolutely ignorant of the true state of affairs that the direct moral effect of defeat upon the nation will be absolutely *nil*. Chinese victories are steadily announced wherever any news of the war at all leaks out, and the people are confirmed in their assurance of their own superiority. This means that it is only the probable effect of this experience upon the Chinese Government and the possible attitude of the Government with regard to foreign interests which have to be considered. The people themselves, having no information, have no interest, and so long as they are passably governed they care not who rules in Pekin—whether Manchu or 'Jap.' Nor do they care what rights are accorded to the foreigners within their borders when they are not themselves interfered with. It is only the lettered class, whose lot is bound up with that of the Government, and whose interests lie all in the direction of conservatism, who show any real opposition to foreigners. Missionaries whose work lies away in the interior almost with one voice tell of the generally kind, if curious, reception met with at the hands of the natives. From this it will be seen that once the Government adopts a more progressive policy it will not meet with serious resistance from the people. The question now is, Will the Government learn wisdom from experience?

For the past ten weeks I have been travelling in both China and Japan to ascertain how things really stand, and though in the latter country it was comparatively easy to form a satisfactory idea of the probable effects on trade, to do so in China is very difficult. China is such a vast, unwieldy, lethargic monster, thick-skinned and recuperative, and the *vis inertiæ* in every direction is so great, that, as has been pointed out, the probability of great effects is very small. If terms are now concluded, it would not be unlike China if she wrung her people to pay up the indemnity, informing them only that the money was required to achieve further victories, and, pocketing the insult, ignoring the lesson learnt, pursued the even tenour of her way. If so, there will be no real gain to anyone beyond Japan, and from the standpoint of the European trader the war will have no results. It is, however, exceedingly likely that the Manchu Government, as soon as its hands are once more free, will set to work to learn from Europe what Japan has learned, to thoroughly reorganise her army and navy, and in consequence to bring the country much more into contact with the West. And when the introduction of one class of manufacturing machinery into China becomes successful, others will follow, which in a crowded country like this means that ere long China will readjust herself to the times, and to a large extent become her own producer. Beyond this questionable benefit and any increased facilities for trade which Japan may demand, neither victory nor defeat seems likely to have any deep or lasting effect upon commerce with Europe. So far, with the exception of a little holding back of orders in the earlier uncertain stages of the contest, no injury has been done to the foreign trade, which has in some respects even benefited. The position of Europeans has been rather improved by the desire of the Chinese Government, as of the Japanese, to stand well in eyes of the world. With Japan, on the other hand, it is quite another matter. There an active nation glows and pulsates with the song of victory, and all are animated by a determination to obtain a place among the nations of the West. There the impetus which cannot fail to result from success, which is already afoot in spite of the drain upon her resources, promises definite results. The restrictions on intercourse with Europeans which are being removed by the new treaties will increase this impetus, and the immediate outcome, while certain to benefit trade as a whole, is not regarded with satisfaction by those already in the field, who foresee rivals and complications. It is not only between foreigners that this rivalry will be felt, or only in Japan, but between the native manufacturer and the foreigner, and later on in neighbouring markets.

Japan has shown herself to be a manufacturing country—hitherto only for home consumption, with a few recent exceptions,—and no one who has examined her modern productions in imitation of European and American articles, and has noted the prices at which she can place them on the market, can doubt the possibilities of development in this direction. Already she is manufacturing excellent cottons and exporting them to China, where until the war they were in good demand, and where, too, attempts are being made by Li Hung Chang and Chang Chih Tung to manufacture their own goods of this class. When China and Japan take to cotton mills, as they might, where will Lancashire be in the East? The difficulties in China, however, are great so far, especially in the quality of the indigenous cotton, which seems ill-suited to the strain of machinery; but once that point is overcome by the growth of other varieties or the adaptation of machinery, they may have the trade in their own hands after a time. But in this it is Japan which has to be reckoned with, and she has so far outstripped her quondam teacher that we can hardly compare the two. Not that she has done so only since the modern admission of foreigners, for had she not then been in a highly civilised state, far ahead of China, she could not have put on the Western garb which she has learnt so well how to wear. After this war the Japanese are going to move as they never moved before, and England is going to find an unexpected rival both in trade and manufacture, but chiefly in the latter, which will, after all, affect us most.

TRANSPOSING and Cabin Pianos, at W. Robinson and Company.

WHETHER Adam played golf or not in his old age we have no means of knowing (says the Earl of Wemyss in *St. James's Gazette*), though there can be no doubt that he did so in his youth, as Eden could not have been paradise without golf. Further, there is good reason to believe that Cain lik'd Abel with a 'brassie' or 'nibblick,' made, no doubt, by Tubal Cain, who was famous for his 'irons.'

NEW Comic Song and Dance Albums, at W. Robinson and Company.

PEOPLES AND POLITICS OF THE FAR EAST.

The following is an extract from the *Standard's* notice of H. Norman's new book, 'The Peoples and Politics of the Far East':—

Frankly, we must confess that we prefer Mr Norman as a descriptive reporter let loose on the East, and in that capacity he certainly shines. He shows real insight, and the picture which he draws of past and present in the East is distinct, brilliant, and quick with life. We are not, however, prepared to pin our faith to all Mr Norman's statements when he waxes prophetic and seeks to cast what he terms the 'Eastern horoscope.' He writes with too perceptible a bias, and leaves too much out of account, and is, moreover, altogether too sweeping in his assertions, and too infallible in his accents to carry conviction. The book opens with a description of the outposts of our Empire at Shanghai and Hongkong, and this is followed in rapid succession by a series of pen-and-ink pictures of politics and society in the Straits Settlements, in China, Corea, Japan, Siam, and Malaya. The place and power in the Far East of France, Russia, Spain, and Portugal is passed in swift and occasionally in suggestive review, and always with regard to the fortunes of England and her commerce. China, in Mr Norman's judgment, is played out. He thinks that Japan has 'pricked the bubble' of the awakening of the Celestial Empire, and he seems to regard it as a foregone conclusion that hopeless decrepitude has fallen over the 'sick man' of this new Eastern Question. He does not conceal his contempt for the Chinese, and his indictment would have been more effectual if it had been less cynical. The cheap sneer against Christian missions and their influence over the Oriental mind also disfigures the book, and may be accepted with a grain of salt, especially as Mr Norman frankly admits that he holds 'very strong opinions' on the subject. The collapse of French colonisation schemes is depicted in the darkest colours, and Mr Norman evidently has no manner of doubt that our volatile neighbours have not the shadow of a chance of founding a great Colonial Empire, at all events if they persist in their present suicidal policy. 'It is the fact, though it seems almost incredible, that after all those years of French administration, the scores of military expeditions, and spending of countless millions of francs, the loss of tens of thousands of lives, Tongking is only "pacified" so far as the delta is concerned. The rest of the country is not safe from one day to another, and almost every transport of valuables has to have a military convoy. Within the last year a number of Europeans have been carried off, and only a few weeks ago a train was actually stopped and pillaged, while but a short distance from the capital.' Instead of receiving a helping hand, Mr Norman declares that the French colonist encounters a closed fist.

PASSENGERS EXPECTED.

Per P. & O. steamer *Arcadia*, from London, April 11.—To Yokohama: Miss Moss, Mr and Mrs Mowat, Mr T. Coghill Jackson. To Shanghai: Mr and Mrs Heal and four children, Mrs A. L. Hayward, Mr and Mrs Kenmuir, Rev. E. P. Hearden, Mrs Short and child. To Hongkong: Mr J. F. Cox Edwards, Lieut. H. B. Bradshaw, R.A., Mr Crispin, Captain A. Ferguson, Mr T. Close, Mr W. C. G. Pullen, Mr W. Smith, Mr J. A. Keys, Mr G. Colyer, Mr C. Miller, Mr W. T. French, Mr J. Mortimer, Commander Keppel Wade, R.N. To Manila: Mr Robert Reed. From Brindisi, April 22.—To Shanghai: Mr Holmström. To Hongkong: Vice-Admiral Alexander Buller, C.B., Mr F. England.

Per P. and O. steamer *Britannia*, from London, April 26.—To Yokohama: Mr W. W. Boss. To Hongkong: Capt. F. H. Young, Second Lieutenant A. D. Grayson, Second Lieutenant R. H. Cruickshank, Mr W. H. Whiting. From Brindisi to Shanghai: Mr E. D. Folwell.

Per P. & O. steamer *Rome*, from London, May 10.—For Hongkong: Mr L. R. James, Mr E. M. Knox.

Per Messageries Maritimes steamer *Ernest Simon*, from Marseilles, April 28.—To Yokohama: Capt. and Mrs Munter, Mr Munter, jun., Miss Munter, Mr Tunrith. To Shanghai: Mr Bickle, Mr and Mrs Girand.

Per Canadian Pacific steamer *Empress of China*, from Vancouver, May 13.—To Shanghai: Mr and Mrs R. W. Little. To Hongkong: Mr N. J. Ede.

THE members of the Manchester Law Students' Society held their yearly 'forensic debate,' or mock trial, at the Assize Courts recently. Mr C. P. M'Keand was the judge and Mr E. W. Jordan served as foreman of the jury. The cause heard was that of 'Sunshine v. The Barnchester Ship Canal Company, Limited.' A good deal of fun was made out of the case, though what it was all about the judge—who was a very good judge—professed he could not make out. Miss Violet Sunshine seems to have fallen into the Barnchester Canal and as a consequence to have lost her complexion. It was in some way argued that this gave her grounds for an action for breach of promise of marriage against the Canal Company, and when the judge questioned the possibility of the union thus suggested counsel promptly made reference to the marriage of the Doge of Venice with the Adriatic. There was mirth in all this, but it may be suggested to the Society that with a little more coherence in story the flavour of the humour might be improved. There are possibilities in a mock trial which are missed when six barristers and as many witnesses play each for his own hand, throwing all congruity to the winds. The Court last night was crowded with friends of the students. The Lord Mayor of Manchester had a seat on the bench.

HONGKONG REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	29.79	29.85	29.75
Temperature ...	84	82	82
Humidity ...	66	61	67
Direction of Wind ...	W	W	SSW
Force ...	1	1	2
Weather ...	b	b	b
Rain ...	—	—	—

Highest open air temperature on the 15th ... 86
Lowest open air temperature on the 15th ... 76

F. G. FIGG,
First Assistant.

Hongkong Observatory, May 16, 1895.

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, May 16, 1895.

BAROMETER—	9 A.M. ...	29.87
Do.	1 P.M. ...	29.81
Do.	4 P.M. ...	29.76
THERMOMETER—	9 A.M. ...	83
Do.	1 P.M. ...	87
Do.	4 P.M. ...	83
Do. (Wet Bulb)	9 A.M.	76
Do. Do.	1 P.M.	77
Do. Do.	4 P.M.	76
Do. Maximum ...		83
Do. Minimum ...		80

Mails.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *KAISAR-I-HIND*, Capt. F. H. SEYMOUR, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 23rd May, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the *SUTLEJ*, which Vessel takes on her Cargo for LONDON, *viâ* SUEZ CANAL, leaving that port on the 14th JUNE, 1895).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
ALF. WOOLLEY,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 9, 1895. 880

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Karlsruhe	Monday	May 27.
Prinz Heinrich	Monday	June 24.
Bayern	Monday	July 22.
Preussen	Monday	August 19.
Sachsen	Monday	Sept. 16.
Gera	Monday	Oct. 14.
Prinz Heinrich	Monday	Nov. 11.
Preussen	Monday	Dec. 9.
Sachsen	Monday	Jan. 6.
Gera	Monday	Feb. 3.

ON MONDAY, the 27th day of May, 1895, at 3 p.m., the Company's S.S. *KARLSRUHE*, Capt. W. von SCHUCKMANN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 25th Instant, Cargo and Specie will be received on board until Noon, on MONDAY, the 27th Instant, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 26th Inst. Contents of Packages are required. No Parcel Receipts will be signed for less than $2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, May 4, 1895. 851

Intimations.

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April 2, 1895 628

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PALE CHILDREN
OLD PEOPLE, INVALIDS
VIN CHAPOTEAUT
(CHAPOTEAUT'S WINE OF PEPTONE)
A DELICIOUS NUTRITIVE STIMULANT
This alimentary wine is easily assimilated when no other solid or liquid food will remain on the stomach, it is indicated in constitutional weakness and lack of digestive power, for the Aged, Anæmic, Dyspeptic, and Convalescent.
It helps sufferers from Consumption, Dysentery, Cancers, and Ulceration of the Stomach
CHAPOTEAUT
PARIS

For Sale by A. S. Watson & Co., Chemists.

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U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)	SATURDAY, May 18, at noon.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama)	SATURDAY, June 8, at noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	FRIDAY, June 28, at noon.

THE U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 18th May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, April 30, 1895. 813

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, May 28, at noon.
Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama)	TUESDAY, June 18, at noon.
Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, July 20, at noon.

THE Steamship *COPTIC* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 28th May, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, May 7, 1895. 844

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Tacoma	Saturday	May 18.
Strathnevis	Tuesday	June 4.
Evandale	Tuesday	June 25.
Victoria	Tuesday	July 16.
Tacoma	Tuesday	August 6.

THE Steamship *TACOMA*, Captain R. CRAWFORD, sailing at Noon, on SATURDAY, the 18th May, will proceed to VICTORIA, B.C., and TACOMA, *viâ* AMOY, SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, May 15, 1895. 862

Intimations.

NOTICE.

THE Undersigned have been appointed Sole AGENT for WOOD & Co.'s well-known COW BRAND of Finest AUSTRALIAN TABLE BUTTER, in 1 lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade.

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Hongkong, April 20, 1895. 768

THOMAS' GRILL ROOM,
No. 2, QUEEN'S ROAD CENTRAL.

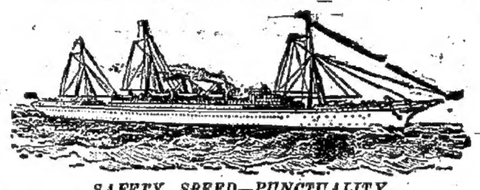
I AM happy to inform my Patrons that in connection with the Grill Room, I have secured the 1st Floor recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present Grill Room) and have fitted it up for
LADIES' DINING ROOMS,
with all conveniences attached. I am also now prepared to serve
DINNERS, TIFFINS & SUPPERS
to parties when Ordered distinct from the ordinary Grill Room.

DAILY NEWSPAPERS AND PERIODICALS.

W. THOMAS,
Proprietor.

Hongkong, April 29, 1895. 806

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.  1895.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. LEE, R.N.R.....WEDNESDAY, 22nd May.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R....WEDNESDAY, 12th June.
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R..WEDNESDAY, 3rd July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, May 1, 1895. 818

SHARE LIST.—QUOTATIONS.—MAY 16, 1895.

Stocks.	Nos. of Shares.	Paid.	Paid up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Cor New Issue	30,000	12	all	190 % prem., sellers
Bank of China, Japan and Straits, Ltd.	99,875 *1,250	£ 1 £ 2	£ 1.10 2	nom.
National Bank of China, Limited	...	£ 1	£ 8.10	$32, sales and sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ltd.	10,000	$ 25	$ 50	$160, buyers
China Traders' Insurance Co., Ltd.	24,000	$ 83.3	$ 20	$66½, sales and sellers
North-China Insurance Co., Ltd.	5,000	£ 1	£ 5	Tls. 198, sellers
Straits Insurance Co., Ltd.	30,000	$ 10	$ 20	$18½, sales and sellers
Union Insurance Society Co., Ltd.	10,000	$ 25	$ 2	$105, sales and buyers
Yangtsze Insurance Association, Ltd.	8,000	$ 100	60	$93, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ltd.	30,000	$ 10	$	$86, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	$ 25	$	$200, sellers
DOCKS				
H'kong & Whampoa Dock Co., Ltd.	12,500	$ 125	all	100 % prem., sales
STEAMBOATS.				
China and Manila S. S. Co., Ltd.	5,000	$ 50	all	$52½, sellers
Douglas Steamship Co., Limited	20,000	$ 50	all	$50, sellers
H. O. and M. Steamboat Co., Ltd.	80,000	$ 20	all	$32, buyers
Indo-China S. N. Company, Limited	60,000	£ 10	all	$46, sales and sellers
China Mutual S. N. Co.	20,000	£ 10	£ 10 £ 7	£7, nom.
Do. (new issue)	20,000	£ 10	£ 7	
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$110, buyers
Luzon Sugar Company, Limited	7,500	$ 100	all	45, sellers
WHARVES.				
H.K. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$39, sales and buyers
Wanchai Warehouse and Storage Company, Limited	2,600	$ 100	$ 35	$37½
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 125	$ 50	$59, sales and sellers
Kowloon Land and Building Company,	6,000	$ 50	$ 30	$10½, sales and sellers
Humphreys' Estate & Finance Co.	13,400	$ 100	all	$10, sellers
West Point Building Co., Limited	12,500	$ 50	$ 40	$18
TRAMWAYS.				
H.K. High-Level Tramways Co., Ltd.	1,250	$ 100	all	$70½, sales and buyers
MINING.				
Jelebu Mining & Trading Co., Ltd.	45,000	$ 10	all	$3¾, sales
Penjom Mining Co., Ltd	60,000	$ 4	$ 3½	$6, sales and sellers
Société Francaise des Charbonnages du Tonkin	8,000	Fcs. 625	Fs. 500	$50, sales
New Balmoral Gold M'ing Co., Ltd.	50,000	$ 3	all	$3½, buyers
Raub Aust. Gold Mining Co., Ltd.	200,000	£ 1	13/10	$4.40, sales and sellers
Société Francaise des Houillères de Tonkin	8,000	Fcs. 500	all	nom.
PLANTING, ETC.				
China-Borneo Company, Ltd.	7,500	$ 100	$ 50	nom.
H. G. Brown & Co., Limited	6,000	$ 50	all	$44½, sellers
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	6,000	$ 50	all	$9, sellers
DISPENSARIES.				
A. S. Watson & Co., Limited	60,000	$ 10	all	$10½, sales
Dakin, Cruickshank & Co., Ltd.	50,000	$ 10	all	$1
LIGHTING.				
H.K. and China Gas Co., Limited	7,000	£ 10	all	$125, buyers
Hongkong Electric Co., Limited	30,000	$ 100	$ 60	$54.75, sales and buyers
BRICK AND CEMENT.				
Green Island Cement Co., Ltd.	20,000	$ 50	all	$94
Hongkong Brick & Cement Co., Ltd.	4,000	$ 125	$12.50	$75½, sales and buyers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ltd.	3,000	£ 1	£1	nom.
	7,000	£ 1	£ 10/-	£9½, sales
Campbell, Moore & Co., Limited	1,200	$ 100	all	$2
Geo. Fenwick & Co., Limited	6,000	$ 20	$ 23	$16, sellers
Hongkong Bakery Company, Ltd.	600	$ 50	all	$36
Hongkong Dairy Farm Co.	10,000	$ 10	all	$7½
Hongkong Ice Company, Limited	5,000	$ 25	all	$70, sales
H'kong Rope Manufactory Co.	3,000	$ 50	all	$120, sales

* Founder's shares.

BONDS.	Amount.	Value.	Interest.	Quotations.
Chinese Imperial 1896	Tls. 767,000	Tls. 25	7 % p. annum	10 % prem., sales
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1899	$ 400,000	$100	6 „ prem	$500

A. G. STOKES, Sharebroker.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA MARSEILLES, LONDON, HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 29th May, 1895, at Noon, the Company's S.S. *NATAL*, Commandant VERSON, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 28th May, 1895. Parcels are not to be sent on board; they must be left at the Agency's Office.

Contents and value of Packages are required.

For further particulars, apply Company's Office.

C. TOURNAIRE,
Acting Agent.

Hongkong, May 15, 1895. 922

Intimations.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor and Manager.

Hongkong, November 24, 1894. 1907

FURNITURE WAREHOUSE.

LI KWONG LOONG,
Cabinet-maker and Art Decorator,
from SHANGHAI, has opened a
FURNITURE STORE
at No. 3, WYNDHAM STREET,
The only Shop in Hongkong with this name,
Where HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—
"We have pleasure in stating that Mr. "LI KWONG LOONG furnished "the Annexe to our Dispensary and "gave us every satisfaction.
(Sd.) "A. S. WATSON & Co., LD."

ORDERS punctually attended to and CHARGES MOST MODERATE.

AN INSPECTION INVITED.

Hongkong, April 13, 1895. 712

Intimations.

Driving the Brain
at the expense of the Body. While we drive the brain we must build up the body. Exercise, pure air—foods that make healthy flesh—refreshing sleep—such are methods. When loss of flesh, strength and nerve become apparent your physician will doubtless tell you that the quickest builder of all three is
Scott's Emulsion
of Cod Liver Oil, which not only creates flesh of and in itself, but stimulates the appetite for other foods.
Scott & Bowne, Ltd., London. All Chemists.

Sole Agent for China and Hongkong:
CHAN A FOOK, at WATKINS & Co.,
Hongkong.

PRIVATE BOARD and RESIDENCE for LADIES and GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation.

MRS. MATHER,
2 and 3 Peddar's Hill.

Hongkong, July 24, 1893. 1287

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloong shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Activ	3 c	Hansen	Dan. str.	355	May 15	A. R. Marty	Pakhoi	To-morrow
Agamemnon	5 c	Steeves	Brit. str.	1492	May 14	Butterfield & Swire	Amoy	To-morrow
Arratoon Apcar	5 c	Hansen	Brit. str.	1892	May 16	David Sassoon, Sons & Co.		
Ask	5 c	Hygum	Danish str.	591	May 14	Arnhold, Karberg & Co.	Haiphong	To-morrow
Azamor	4 c	Nicholls	Brit. str.	2005	May 16	Nippon Yusen Kaisha		
Chittagong	5 c	Davey	Brit. str.	1241	May 10	Butterfield & Swire		
Chow Fa	3 h	Stonham	Brit. str.	1057	May 16	Yuen Fat Hong		
Empress of Japan	5 c	Lee	Can. str.	5904	May 13	Canadian Pacific Railway Co.	Vancouver, B.C.	22nd inst.
Foyle	5 c	Jolliffe	Brit. str.	1331	May 15	Shewan & Co.		
Holstein	6 c	Bruhn	Ger. str.	1103	May 14	Wieler & Co.		
Irene	...	Schlüter	Ger. str.	2200	Jan. 30	Siemssen & Co.	...	K'loon Dock
Jens Meinich	5 c	Tofte	Norw. str.	446	May 13	Chinese	Saigon	To-morrow
Krim	3 c	Irgens	Norw. str.	1117	May 16	Eduard Schellhass & Co.		
Marquis Bacquehem	5 c	Grisogono	A-Hun str.	2740	May 13	Sander & Co.	Shanghai	To-day
Ming-yi	3 c	Warlick	Ger. str.	1062	May 16	O. M. S. N. Co.		
Mongkut	...	Farrell	Brit. str.	859	April 16	Yuen Fat Hong	...	K'loon Dock
Oakley	8 h	Mahood	Brit. str.	1746	May 13	Bradley & Co.	Bangkok	To-day
Omba	6	Munro	Brit. str.	1908	May 4	Dodwell, Carlill & Co.		
Pakshan	3 h	Jones	Brit. str.	835	May 13	Hop Hing Hong	Swatow	To-morrow
Palamed	6 c	Williams	Brit. str.	1600	May 15	Butterfield & Swire	Singapore	To-day
Peru	5 c	Friele	Amer. str.	2840	May 9	P. M. S. S. Co.	San Francisco	18th inst.
Port Adelaide	5 c	Morgan	Brit. str.	1717	May 15	Dodwell, Carlill & Co.		
Riverdale	...	Peck	Brit. str.	1411	May 13	Dodwell, Carlill & Co.	...	Cos'tan Dock
Sabine Rickmers	2 h	Sanders	Ger. str.	598	May 15	Arnhold, Karberg & Co.		
Siam	5 c	Andrews	Brit. str.	1583	May 14	P. & O. S. N. Co.	Yokohama	18th inst.
Tacoma	5 c	Crawford	Brit. str.	1062	May 7	Dodwell, Carlill & Co.	Victoria, B.C.	18th inst.
Taicheung	3 c	Duhme	Ger. str.	828	May 15	Meyer & Co.		
Taiyuan	5 c	Nelson	Brit. str.	1459	May 9	Butterfield & Swire	Sydney, &c.	18th inst.
Verona	...	Tocque	Brit. str.	1876	April 22	P. & O. S. N. Co.	...	Cos'tan Dock
Wingsang	5 c	St. Croix	Brit. str.	1511	May 7	Jardine, Matheson & Co.	S'pore & Calcutta	18th inst.
Sailing Vessels.								
Adolph	4 c	Paulsen	Ger. bqe.	677	May 0	Melchers & Co.		
Caleb Curtis	5 c	Raymond	Brit. sch.	67	April 28	China Traders Insurance Co.		
Centennial	5 c	Colcord	Amer. sh.	1323	May 11	Captain		
Dora	3 c	Saxnurkone	Dan. bqe.	361	May 11	Melchers & Co.		
Glenesslin	2 c	Pritchard	Brit. sh.	1743	April 4	Standard Oil Co.		
Kristina Nilsson	3 c	Bogsen	Ger. brig	280	May 11	Wieler & Co.		
Mohican	5 c	Johnson	Amer. bqe.	814	May 10	Master		
Queen Margaret	4 c	Faulkner	Brit. sh.	1999	Mar. 31	Order		
Santa Cruz	6 c	O'Keefe	Amer. sch	92	May 13	Wieler & Co.		
Stanfield	...	Wilson	Brit. bqe.	570	April 25	Gibb, Livingston & Co.	...	K'loon Dock
Velocity	5 c	Martin	Brit. bqe	491	April 10	Chinese		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Æolus	twin-screw cruiser 2nd class	3600	8	7000	Captain Robert L. Groome	Takow
Amethyst	despatch-vessel	1700	4	3180	Commander De Lisle	Hongkong
Archer	cruiser 3rd class	1770	6	2200	Comd. Conyers Lang	Chefoo
Caroline	cruiser 3rd class	1400	14	1440	Captain Ch. J. Norcock	Behring Sea
Centurion*	twinscrew battle ship	10,500	14	13,000	Captain J. M. McQuhae	Chefoo
Daphne	sloop	1140	8	1400	Commander MacArthur	Shanghai
Edgar	twin-screw cruiser 1st class	7350	12	10,000	Capt. William H. Henderson	Chefoo
Esk	g-bt. 3rd class coast defence	363	9	840	Lt.-Com. Ravenhill	Shanghai
Firebrand	gunboat 2nd class	455	4	650	Lieut.-Com. L. G. Tufnell	Shanghai
Leander	cruiser 2nd class	4300	10	6500	Captain Count Metaxa	Takow
Linnet	gun-vessel 2nd class	756	5	1050	Commander Bearcroft	Hongkong
Mercury	cruiser 2nd class	3730	13	7300	Capt. Wilmot H. Fawkes	Singapore
Peacock	gunboat 1st class	750	6	1200	Lieut.-Commander Laxton	Nagasaki
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Phillips	Chefoo
Plover	gunboat 1st class	765	6	1200	Lt.-Com. Hon. F. C. B. Addington	Tientsin
Porpoise	cruiser 3rd class	1770	6	3500	Commander F. R. Pelly	Chefoo
Rainbow	cruiser	3600	17	—	Captain Wm. C. C. Forsyth	Hongkong
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. Hugh Cotesworth	Chinkiang
Redbreast	screw gunboat 1st class	805	6	720	Lt.-Com. Robt. H. J. Stewart	Tamsui
Redpole	gunboat 1st class	805	6	1200	Lieut.-Com. C. G. May	Bangkok
Spartan	twin-screw cruiser 2nd class	3690	8	7000	Captain Alfred L. Winsloe	Takow
Swift	gun-vessel 2nd class	756	5	1010	Commander R. K. McAlpine	Tientsin
Tweed	g-bt. 3rd class coast defence	363	3	840	Lieut. Ward	Takow
Undaunted	cruiser	5600	12	8500	Captain Halliday	Hongkong
Victor Emanuel	receiving ship	5157	14	—	Commodore Boyes	Hongkong
Wivern	coast defence ship, armoured	2750	4	1400	———	Hongkong

Torpedo Boats in Reserve Nos. 3, 30, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Fremantle, K.C.B., C.M.G.

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